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REPORT OF THE FIFTH INTERGOVERNMENTAL MEETING OF EXPERTS OF TRANSPORT AND COMMUNICATIONS

(Harare, Zimbabwe, 3 to 7 March 1986)

A. ORGANIZATION

1. The Fifth Intergovernmental Meeting of Experts of Transport and Communications was held at Harare, Zimbabwe, from 3 to 7 March 1986 at the invitation of the Government of the Republic of Zimbabwe.

B. ATTENDANCE AND PARTICIPATION

2. Representatives of the following States members of the Economic Commission for Africa participated in the meeting: Algeria, Benin, Botswana, Burkina Faso, Cameroon, Egypt, Ethiopia, The Gambia, Kenya, Malawi, Mali, Morocco, Mozambique, Mauritania, Nigeria, Rwanda, Senegal, Sudan, Swaziland, Tunisia, the United Republic of Tanzania, Uganda, Zambia and Zimbabwe. France and Sweden participated in the meeting as observers. The meeting was also attended by representatives of the following bodies and specialized agencies of the United Nations: the United Nations Conference on Trade and Development (UNCTAD), the United Nations Development Programme (UNDP), the United Nations Department of Technical Co-operation for Development (DTCD), the International Labour Organization (ILO), the Food and Agriculture Organizatiion of the United Nations (FAO), the United Nations Educational, Scientific and Cultural Organization (UNESCO), the International Civil Aviation Organization (ICAO), the International Bank for Reconstruction and Development (IBRD), the Universal Postal Union (UPU), the International Telecommunication Union (ITU), and the International Maritime Organization (IMO). The following intergovernmental organizations were also represented: the Organization of African Unity (OAU), the African Civil Aviation Commission (AFCAC), the African Development Bank (ADB), the Banque ouest Africaine de Developpement (BOAD), the Central African Customs and Economic Union (UDEAC), the Economic Community of Central African States (ECCAS), the International Road Federation (IRF), the Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR), the Preferential Trade Area for Eastern and Southern African States (PTA), the Southern African Transport and Communications Commission (SATCC) and the Trans-African Highway Authority (TAHA).

C. OPENING OF THE MEETING

3. In his opening statement, the representative of Morocco, speaking as the outgoing First Vice-President, thanked the Minister of Transport of the Government of Zimbabwe for accepting to chair the opening of the fifth Conference. He took the opportunity to thank, on behalf of all delegations, the Government and people of Zimbabwe most warmly for the cordial and brotherly welcome extended to all delegations and the excellent organization of a meeting of such a size.

4. He said that the Conakry meeting, in which many member States and international organizations had participated, permitted the adoption of a more realistic programme for the second phase of the Decade which fitted in with both the economic climate and the requirements of African States. The programme was based on the rehabilitation of existing infrastructure without overlooking the construction of new infrastructure which would permit the attainment of the objectives of the Decade in conformity with the Lagos Plan of Action and the Final Act of Lagos. The Conakry meeting had also adopted seventeen resolutions on the integrated economic development of the continent.

5. In conclusion, he expressed the hope that the fifth Conference which was being held half way through the second phase of the Decade would yield concrete results.

6. In his statement, the Chief of the Transport, Communications and Tourism Division of the Economic Commission for Africa thanked, on behalf of the Executive Secretary of ECA, the Government and People of Zimbabwe for the warm welcome extended to the delegations since their arrival in Harare and for the commitment of the Government and people of Zimbabawe to the objectives of the United Nations Transport and Communications Decade for Africa. He said that the fifth Intergovernmental Meeting of Experts was being held at a crucial time because it was the first meeting after the Conakry meeting and the launching of the second phase of the Decade and the penultimate meeting of the Decade.

7. The meeting was expected particularly to consider the progress made in implementing the second phase projects, the difficulties encountered both with respect to data collection and the mobilization of funds as well as the co-ordinating of activities relating to the Decade, the report of the Inter-Agency Co-ordinating Committee responsible for implementing activities relating to telecommunications, the report of the Technical Committee on Air Transport and so on.

8. It was also expected to undertake a preliminary evaluation of the Decade and consider possible proposals to be put forward during the last meeting of the Decade (which would be held in 1988) on post-Decade activities.

9. The meeting would consider the report of the Joint Inspection Unit of the United Nations on the Decade which contained important recommendations, six of which were of special interest to the current meeting. As far as the mobilization of funds was concerned, ECA had so far organized nine technical consultative meetings and the time had no doubt come to assess the effectiveness and relevance of the Technical Consultative meetings.

10. In conclusion, he wished the experts every success in their deliberations and said that ECA expected them to make suggestions and proposals on a mechanism for mobilizing funds to implement projects under the second phase of the Decade.

11. In his opening statement, the Hon. H.S.M. Ushewokunze, Minister of Transport of the Republic of Zimbabwe, said that his country felt honoured to have been selected to host the fifth Intergovernmental Meeting of Experts of Transport, Communications and Planning. As the meeting was the last opportunity to review the programme of the second phase of othe United Nations Transport and Communications Decade for Africa, it was expected to consider such substantive agenda items as the report of the ninth meeting of the Inter-Agency Co-ordinating Committee, the extent to which the resolutions passed by the fourth meeting of African Ministers of Transport, Communications and Planning held in Conakry in 1984 had been implemented and to come out with bold new strategies for securing funds to finance unimplemented second phase projects and correcting the drawbacks of the programme. The meeting would also consider progress made so far with respect to the Regional African Satellite Communications System and recommend ways and means of accelerating the development of a satellite communications system for the region and look at the report of the first meeting of the Technical Committee on Air Transport in Africa.

12. He stressed that the success of air transport was of special significance to several countries in southern Africa which were both land-locked and heavily dependent on apartheid South Africa for much of their economic activities. Hence, in up-dating the second phase programme, the meeting should give particular support to projects which reduced the dependence of southern African countries on South Africa and helped to build trading links with the rest of Africa.

Plenary Session

Election of Officers (Agenda item 2)

13. Representatives of the following countries were elected to the Bureau of the meeting.

Chairman	:	Zimbabwe
First Vice-Chairman	:	Algeria
Second Vice-Chairman	:	Nigeria
Rapporteur	:	Rwanda

Adoption of the agenda and organization of work (Agenda item 3)

14. The following agenda was adopted:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and organization of work
4. Report of the ninth meeting of the Inter-Agency Co-ordinating Committee
5. Progress reports (1984 and 1985) on the implementation of the Decade programme
6. Matters arising from the General Assembly's consideration of the report of the Joint Inspection Unit on the Decade
7. Progress report on the implementation of resolutions of the fourth Conference of Ministers
8. Analysis of the Technical Consultative Meetings of the Decade
9. Up-dating of the Phase II programmme of the Decade
10. ITU report of the Independent International Commission for World-Wide Telecommunications Development
11. Progress report on the feasibility study of the Regional African Satellite Communications System (RASCOM)

12. Report of the first meeting of the Technical Committee on Air Transport in Africa

13. Any other business

14. Adoption of the final report

15. Closure of the meeting

Report of the ninth meeting of the Inter-Agency Co-ordinating Committee on the Decade held in Lome, Togo in February 1986 (Agenda item 4)

15. The report (document E/ECA/TCD/33) was introduced by a representative of the secretariat who highlighted the key points from it, in particular those regarding:

(a) Progress in implementation of the Decade projects - Significant progress had been achieved by the member States over the past two years. However, such progress was not fully reflected in the reports prepared by ECA because of lack of information on project status, which continued to be a major problem to the secretariat.

(b) Updating the second phase programme - The meeting re-emphasized that, as part of the updating process, the admission of new projects into the programme should be limited only to those proposals which stricly adhered to the guidelines established in Cairo (1983) and in Conakry (1984).

(c) Recommendations of the Joint Inspection Unit - The recommendations of the JIU on the Decade programme were considered to be very important and consequently the meeting recommended that they be put before the Ministers for their consideration. Special attention was drawn to recommendations 1, 3, 4, 5 and 6.

(d) Results of the Technical Consultative Meetings - These were meetings organized by ECA as a mechanism for mobilizing resources for the Decade projects. The meeting recommended that ECA prepare and submit the report to the Ministers for their consideration and guidance.

Draft agenda for the fifth Conference of Ministers - The Committee recomended a draft agenda for the Conference of Ministers.

16. It was further pointed out that the report of the IACC formed a basis for the subsequent deliberations of the meeting of Experts and items contained therein would be discussed at the appropriate time during the course of the meeting.

Progress reports (1984 and 1985) on the implementation of the Decade programme (Agenda item 5)

17. The progress reports for 1984 and 1985 (Documents E/ECA/TCD/24 and E/ECA/TCD/32 respectively) were presented in turn by a representative of the ECA secretariat. He explained that both reports were based on four themes, i.e.:

(a) implementation of the second phase of the Decade at the national level;

(b) implementation of regional, subregional and inter-State link projects;

(c) mobilization of financial resources; and

(d) problems encountered in project implementation.

18. As regards the implementation of projects, reference was made to the relevant chapters in the reports. In the field of resource mobilization, ECA had made special efforts by organizing Technical Consultative Meetings (two in 1984, three in 1985).

19. Three main problems had been encountered with regard to project implementation. Firstly, although it was agreed that regional and subregional projects should have priority over national projects, experience had however shown that that order of priority had not always been respected. Secondly, while it had been agreed that national projects proposed to donors should be the ones in the Decade programme, this had not always been the case. Finally, ECA still encountered serious problems in its efforts to obtain actual data and information about projects.

Discussions on the 1984 Report

20. The delegation of Algeria asked for amendments to paragraphs 70 and 82 concerning the Tangiers-Lagos Highway, and paragraph 87 on the Rabat-Cairo Trans-North African Highway, whereas the delegation of Morocco requested that the report on the highway sections as indicated in those paragraphs should be maintained.

21. As no consensus was reached after a lengthy discussion, the Chairman proposed a review of the report paragraph by paragraph. The meeting requested the secretariat to indicate precisely the status of physical implementation of the different sections of the highways. ECA's representative reminded the delegates of the problems the commission encountered in getting up-to-date information from member States.

22. The report was adopted except for paragraphs 70, 82 and 87. It was decided that the controversy pertaining to them would be referred to the meeting of the Conference of Ministers since the experts were unable to reach a consensus.

Discussions on the 1985 report

23. In presenting the 1985 progress report, a representative of the secretariat highlighted the following salient issues of the programme:

(a) 36 of the 581 second phase projects in the transport sector (6 per cent) were completed and 106 (18 per cent) were still under implementation.

(b) In the communications sector, a total of 472 projects were included in the second phase programme. 24 were reported to be completed and 71 (15 per cent) still under implementation.

(c) In terms of financing, a total of $3.79 billion had been raised to date representing roughly 20 per cent of the programmed cost of $18.36 billion. Of this amount, $2.32 billion or 61 per cent had been raised from African Government sources. He added that African Governments ought to be commended for the great effort they had put into the development of transport and communications systems in their countries.

24. He further pointed out that on project basis, national projects continued to attract more financing than regional and subregional projects. This was also clearly reflected in the progress of implementation. Finally, the report proposed that relevant United Nations organizations and intergovernmental organizations responsible for development programme in transport and communications sectors in Africa should make added efforts in order to achieve the desired levels of implementation of the regional and subregional projects, since this category of projects was crucial for achieving the physical integration of the continent.

25. The Moroccan delegation deplored the fact that the secretariat had deleted the titles of paragraphs 78 and 79 and specifically requested the secretariat to reinstate the deleted titles as they originally appeared in the report. The Algerian delegation also pointed out that paragraphs 78 and 79 did not have a title and that the title should be "the Lagos-Nouakchott Trans-African Highway".

26. Amendments were proposed by several members, mostly regarding inaccuracies in reporting progress of country projects. The following delegations stated that they would submit written contributions to the ECA secretariat: Burkina Faso, Benin, Rwanda, Senegal, Zambia, United Republic of Tanzania and UNDP. The ECA secretariat was accordingly instructed to incorporate these submissions into the report for 1985.

Matters arising from the General Assembly's consideration of the report of the Joint Inspection Unit on the Decade (Agenda item 6)

27. A representative of ECA introduced document E/ECA/TCD/37 and explained the background to the preparation of the report JIU/REP/85/4 by the Joint Inspection Unit of the United Nations (JIU) on UNTACDA. He highlighted the thrust of the report and pointed out that out of the ten recommendations that the JIU had made five, namely, recommendations 1,3,4,5 and 6(b) were pertinent to the work of the Conference of Ministers. The ninth meeting of the Inter-Agency Co-ordinating Committee on the Decade (IACC-UNTACDA) had considered these recommendations and, while agreeing with them in general, had decided that they should be referred to the Conference of Ministers for decision. The four points made by the IACC-UNTACDA should therefore form the basis of the meeting's discussions.

28. The five recommendations were individually introduced by a representative of ECA and discussed in turn.

Recommendation 1

29. After an extensive debate in which the idea of establishing new "authorities" was questioned in the light of African Governments capacity to finance and man such organizations, the following conclusions were reached:

(a) The meeting was not in favour of creating new organizations as called for in sub-paragraph a(i) of the recommendations;

(b) The flexible formula of creating inter-State committees suggested in sub-paragraph a(ii) was adopted by the meeting;

(c) Instead of creating new organizations the existing intergovernmental organizations should be strengthened to enable them to support such committees in mobilizing and implementing projects.

Recommendation 2

30. This recommendation was accepted without debate.

Recommendation 3

31. This recommendation was accepted on the understanding that the medium- an long-term plan to be prepared by ECA implied that ECA would continue to have great responsibilities for the development of transport and communications in Africa even after the end of the Decade.

Recomendation 4

32. It was generally accepted that a period of analysis during which an evaluation of the Decade programmme would be made was a prerequisite for deciding whether or not there should be a second Decade. It was, however, not judicious to specify the duration of such a period of analysis since two years might not necessarily be the right duration. Furthermore, the evaluation of the current Decade, which was considered essential, did not have to wait until the end of the Decade as during the first eight years sufficient experience had been gained for a comprehensive evaluation to be made.

33. In summary, the meeting agreed as follows:

(a) The evaluation of the current Decade should commence immediately unless there were practical difficulties militating against commencing immediately;

(b) All agencies contributing either to the financing or implementation of Decade projects should be involved in the evaluation;

(c) The decision on whether or not there would be a second Decade should only be taken after the evaluation of the current one; and

(d) the duration of the period of reflection, analysis and evaluation did not need to be specified. The evaluation should, however, be concluded as soon as possible.

Recommendation 5

34. The five sub-paragraphs of this recommendations were considered to point out the difficulties encountered in the implementation of the Decade so far. The recommendation was, therefore, accepted subject to the following observations:

(a) In paragraph (a) the words "by means of special studies" should be deleted; and

(b) In order to conform to the sentiments already expressed when considering recommmendation 1, the words in brackets in paragraph (e) should refer to "the utilization of existing organization and the creation of the co-ordinating committees".

Recommendation 6

35. In discussing this recommendation it was wonderd whether it was appropriate for an officer at P-4 level to evaluate the work of other officers senior to him or herself. It was therefore considered unnecessary to mention the level of the evaluation officer. The recommendation was therefore accepted subject to this reservation.

Recommendations 7, 8, 9, 10

36. All these recommmendations were accepted except that it was the meeting's view that recommendations 9 and 10 should be combined with recommendation 6.

37. At the conclusion of the discussion of the JIU's recommendations a representative of ECA pointed out that the acceptance of these recommendations would have implications for the work programme of the Transport, Communications and Tourism Division of ECA. The meeting would, therefore, be requested, at a later stage, to approve a resolution on the revised work programme of the Division.

Progress report on the implementation of resolutions of the fourth Conference of Ministers (Agenda item 7)

38. After clarification of the numbering of resolutions by the secretariat, it was decided to suspend consideration of document E/ECA/TCD/36 until participants had been given the new numbers and had been informed at the follow-up of the previous resolution ECA/UNTACDA/Res.84/28 on the Lagos-Tangier axis.

Consideration of document E/ECA/TCD/36 was resumed after presentation of document E/ECA/TCD/36.Corr.1 by the secretariat.

Resolution ECA/UNTACDA/Res.84/38: Approval of the programe of the second phase of the Decade

39. This resolution had been implemented.

Resolution ECA/UNTACDA/Res.84/39: Implementation of the programme of the second phase of the Decade

40. ECA prepared annual progress reports based solely on data provided by member states and information on the activities carried out by ECA, OAU, specialized agencies, intergovernmental organizations, donor countries and funding institutions.

41. The resolution had been fully implemented.

Resolution ECA/UNTACDA/Res.84/40: Ratification of the Convention establishing the African Air Tariff Conference

42. In spite of the efforts made by ECA, OAU, AFCAC and AFRAA to get the countries to ratify the Convention, it had not been possible to obtain the minimum twenty-five ratification required.

43. The representative of AFCAC gave the background to the Convention and said that so far only 16 States had signed the Convention, that only eight had ratified it and that some States had already embarked upon the process of ratifying it. The slow progress in obtaining ratifications was due to administrative problems, the application of Article 7 of the Convention and outside pressure.

44. At the recent joint AFCAC/AFRAA meeting, it was decided to renew the resolution and continue to sensitize the States by providing them with clarifications which would enable them to ratify the Convention as quickly as possible. The proposal to have a new resolution was accepted by the meeting.

Resolution ECA/UNTACDA/Res.84/41: Industrialization in the field of transport and communications in Africa

45. In pursuance of the resolution, the Union of African Railways (UAR) had organized a seminar on industrial development and manufacture of railway equipment. The industrialization objectives were also being pursued under the United Nations Industrial Development Decade in Africa.

Resolution ECA/UNTACDA/Res.42: Tangiers-Lagos Axis

46. After adoption of the resolution in Conakry, it was submitted, like, all the other resolutions, to the ECA Conference of Ministers held in May 1984 where it was modified. As such ECA could not organize a meeting to establish a steering committee for the Tangier-Lagos highway as called for by the resolution, but at the invitation of Morocco, it participated as an observer, in the meeting held at Marrakesh, during which the steering committee of the Tangiers-Lagos Highway was set up.

47. The representative of Morocco said that the information given was inaccurate because the above-mentioned resolution was never submitted to the ECA Conference of Ministers and that the Conference did not specify the roads which, had been retained. He also indicated that ECA did not participate in the Marrakech meeting as an observer; he therefore rejected the last two paragraphs of document E/ECA/TCD/36/Corr.1.

48. By way of conclusion, the Chairman requestd that the note submitted by ECA be retained as ECA's viewpoint on the follow-up of resolution ECA/UNTACDA/Res.84/42 and suggested that the matter should be brought before the Ministers indicating that Morocco had rejected the last two paragraphs of the said document.

Resolution ECA/UNTACDA/Res.84/43: Prevention of Marine Pollution

49. In November 1984, ECA organized a seminar on pollution in Mauritius, in collaboration with the Swedish International Development Agency, IMO and the Port Management Association for Eastern and Southern Africa. It was planned to organize a similar seminar for the Port Management Association for West and Central Africa in 1986.

50. UNEP had also been conducting activities for the prevention of marine pollution since 1982.

Resolution ECA/UNTACDA/84/44: Prospects for a second United Nations Decade on the development of transport and communications in Africa

51. The resolution was considered by the ECA Conference of Ministers in May 1984. The Conference requested that the report mentioned in paragraph 3 should also include an evaluation of the first Decade, and that it should be prepared after consultation with donors.

52. Consultations were held with the organizations called for in the resolution during the eighth meeting of the IACC-UNTACDA held in January 1985. It was decided that it would be advisable to prepare the said report at the end of the first Decade. This viewpoint was shared by the Joint Inspection Unit (JIU) in its report on the Decade in which it recommended a two year period of reflection after the first Decade.

Resolution ECA/UNTACDA/Res.84/45: Ways of mobilizing funds to implement the programme for the second phase (1984-1988) of the Decade: Role of funding agencies

53. This resolution had been fully implemented. The meeting called for in the resolution was held in Addis Ababa from 14 to 15 June 1985.

Resolution ECA/UNTACDA/Res.84/46: Financing of infrastructural and capital projects on liberal terms

Resolution ECA/UNTACDA/Res.84/47: Establishment of a system of interest rebates on loans for financing transport and communications projects

54. The forthcoming Conference of Ministers would be given a detailed report on the implementation of these two resolutions.

Resolution ECA/UNTACDA/Res.84/48: Maritime fraud, barratry and piracy

55. The secretariat explained that due to lack of information it was unable to prepare a report on the follow-up of this resolution.

Resolution ECA/UNTACDA/Res.84/49: African shipping and chartering associations and pools

56. One committee had been up for West and central Africa and another for Kenya, Uganda, the United Republic of Tanzania and Zambia. ECA was currently assisting the north African maritime transport operators to set up some institutions in the region.

57. The representative of MINCONMAR said that his organization was examining with the secretariat concrete measures to be taken to implement this important resolution which is meant to increase the participation of the national shipping lines in the carriage of the external trade of the subregion of West and Central Africa.

Resolution ECA/UNTACDA/84/50: Development of Intra-African Co-operation

58. This resolution had been fully implemented with ECA having organized two seminars on multimodal transport in co-operation with UNCTAD.

Resolution ECA/UNTACDA/84/51: Training of African personnel

59. The resolution had been implemented; ECA had organized several seminars and training courses. Also, pursuant to the resolution, donors had organized other seminars and study tours in co-operation with ECA and OAU. Seminars on Inland Water Transport and Port Operations were planned for 1986.

Resolution ECA/UNTACDA/84/52: Strengthening of the UNTACDA Co-ordination Unit

60. UNDP, France and the Federal Republic of Germany continued to provide assistance to the Co-ordination Unit.

Resolution ECA/UNTACDA/84/53: Launching of the second phase programme

61. The resolution had been fully implemented.

62. The representative of MINCONMAR said that the information given in paragraphs 37 to 51 of the report on Maritime Transport in West and Central Africa should be updated.

Analysis of the results of the Technical Consultative Meeting on the Decade (Agenda item 8)

63. A representative of the secretariat introduced document ECA/TCD/38 and informed the meeting that after five years of organizing nine consultative meetings, results of these meetings had been evaluated by ECA. He recalled the first fund-raising effort in New York in November 1979 when the United Nations Secretary-General organized with the help of ECA, a Pledging Conference and said that those who attended the Conference had concluded that a global Pledging Conference would not be an appropriate method of mobilizing funds for UNTACDA and instead suggested smaller meetings. Thus the idea of Technical Consultative meetings had been born. The meetings were meant not only to solicit funds but also to publicise the Decade programme.

64. The first Technical Consultative meeting that had been held for sixteen ECOWAS countries in Lome on air transport, broadcasting, manpower development, postal services, roads and tlecommunications, had achieved encouraging results in terms of attendance and participation. The next eight meetings showed a declining trend and attendance by African Governments declined from 81 per cent in Lome to 50 per cent in Antananarivo and Harare. Towards the end of the first phase commitment from donors for these meetings also waned and most of them only sent representatives of their countries where the meetings were held to attend as observers. In Phase I donors expressed interest in a total of 186 out of 411 projects presented (or 45 per cent) the cost of which represented only 9.6 per cent of $11.7 billion sought. The Phase II results were even less encouraging as only 79 projects (19 per cent) worth $717 million (9.6 per cent) out of 397 presented projects costing $7.5 billion attracted donors' interest.

65. Three constraints had been identified as the probable cause of the decline of interest in these meetings by both donor countries and finncial institutions. These were (a) the large size of the meetings and the number or projects considered, (b) the shallow depth of project presentation, and (c) the predominance of national projects for which the donor countries and financial institutions often preferred bilateral discussions.

66. Despite these weaknesses the meetings had been considered successful as a mechanism for publicizing the Decade programme.

67. A major reservation about the success of these meetings was also attributed to the difficulty in accurately determining the actual amount of financing secured. Thus the total cost of any project was taken as the amount of interest expressed on it during the meeting.

68. In view of the above-mentioned weaknesses, there was a general feeling that a suitable mechanism for resource mobilization should now be adapted to the appropriate stages of development, therefore the concept of co-financing should be considered. The ECA representative outlined the basic differences between Technical Consultative Meetings and Co-financing Meetings.

69. In the deliberations that followed, it was generally accepted that the co-financing method was already a common practice in Africa. Although there were many approaches to co-financing, depending on the projects to be financed and institutions involved in their financing, the method was generally acceptable and should be encouraged since it might attract more donors and financial institutions to contribute funds for the implementation of the Decade programme.

Consideration of committee reports

70. The plenary meeting of the experts considered and adopted the following reports:

(a) Report of the Transport Committee;

(b) Report of the Communications Committee.

71. The reports which are in Annexes I and II deal with agenda items 9, 10, 11 and 12.

Work programme of the Transport, Communications and Tourism Division of ECA

72. The representative of ECA said that the implementation of activities relating to the Decade programme would increase the 1986-1987 work programme of the ECA Transport, Communications and Tourism Division. A revision of that programme was therefore necessary.

73. After discussion, the meeting decided to support the revised work programme of the Division and to recommend a draft resolution thereon.

Any other business (Agenda item 13)

74. The representatives of UNCTAD and ILO spoke about the activities carried out by their organizations as part of the implementation of the Decade programme.

75. The representative of Uganda pointed out that in Conakry the issue of project financing had caused great concern. The progress report on the implementation of the Decade showed that not much progress had been made with respect to implementation. The ECA secretariat replied that the question was critical and that ECA was considering other methods (such as co-financing meetings) of securing resources.

76. The representative of ADB said that the method of co-financing should be considered very carefully because of its many implications. ADB was prepared to make proposals and suggestions to ECA in this regard.

Medium and long-term plan

77. A representative of the secretariat said that when recommendation 3 of the Joint Inspection Unit report was being considered at Lome, the members of the Inter-Agency Co-ordinating Committee requested that ECA should look to the Conference of African Ministers of Transport, Communications and Planning at its fifth meeting for guidelines to prepare a medium- and long-term plan. He then made the following suggestions and asked the meeting for its comments.

GUIDELINES AND TERMS OF REFERENCE

Medium- and long-term plan

A. Period: 1989 - 2000 Lagos Plan of Action

1. 1989 - 1990 Recovery period

2. 1991 - 2000

B. Objectives:

- sustaining the impetus of the first Decade and developing it further;

- finishing the programme which was initiated during the first Decade;

- strengthening the structures that help to implement various transport and communications programmes and projects;

- focusing on the implementation of subregional and regional projects; national projects should be the concern of the countries concerned, etc.

C. Mechanisms:

- The Conference of African Ministers of Transport, Communications and Planning should be continued after the first Decade is over;

- The Inter-Agency Co-ordinating Committee should also continue to operate after December 1988;

- The Decade Co-ordinating Unit should continue to operate after December 1988 and its role of co-ordinating transport and communications activities in Africa should be expanded;

- Machineries for streamlining the use of UNDP funds by various bodies and agencies for the transport and communications programme in Africa, should be established;

- Reaffirming the co-ordinating role of ECA which is responsible for seeking, in collaboration with interested bodies and agencies, the best ways and means of co-ordinating activities relating to transport and communications in Africa, etc.

78. The meeting approved the ideas proposed by the secretariat.

79. The representative of the World Bank felt that other ideas could be found in document E/ECA/TCD/16 entitled "Approved Programme of Action for the Second Phase of the Decade".

Adoption of the final report (Agenda item 14)

80. The draft report of the Meeting of Experts was introduced by the Rapporteur. The report was adopted after a number of amendments had been made. The meeting also adopted a number of draft resolutions which would be referred to the Conference of Ministers for decision. These draft resolutions appear in Annex III.

Closure of the meeting (Agenda item 15)

81. The meeting was closed by the Chairman who thanked the participants for the seriousness with which they had done their work and the co-operation they had extended to him.

82. The delegate of Algeria, on behalf of all the participants, congratulated the Chairman for the able manner in which he had conducted the meeting to a successful conclusion.

Report of the Transport Committee

Opening of the meeting

1. The Transport Committee met on 5 and 6 March 1986 at Harare, Zimbabwe.

Election of officers

2. It was agreed at the plenary session that the second Vice-Chairman of the meeting, the representative of Nigeria, would be Chairman of the Transport Committee, with Senegal as Vice-Chairman and Morocco as Rapporteur.

Adoption of the agenda

3. The Committee had on its agenda the following items:

(A) Updating of Phase II programme (Agenda item 9);

(B) Report on the first meeting of the Technical Committee on Air Transport in Africa (Agenda item 12); and

(C) Adoption of the agenda.

A. Updating of Phase II programme (Agenda item 9)

4. A representative of ECA introduced document E/ECA/TCD/34 and pointed out that at its third meeting in Cairo, Egypt, in 1983, the Conference of Ministers of Transport, Communications and Planning had laid down guidelines for the admission of projects into the second phase programme of the Decade. The guidelines were intended to enable the ECA secretariat to revise the then programme to a more realistic cost level. Subsequently in 1984 in Conakry during the fourth meeting of the Conference of Ministers, the ECA secretariat proposed a number of criteria in addition to the guidelines adopted in Cairo. This made it possible to cut down the cost of the second phase programme. The additional criteria proposed by ECA and the alternative programmme resulting therefrom were endorsed by the fourth Conference of Ministers.

5. Subsequently, during the seventh, eighth and ninth technical consultative meetings, held in Brazzaville, Congo, in November 1985, a number of countries had updated their existing projects and introduced new ones. The document under discussion incorporated these changes into the phase two programme.

6. The ECA secretariat, in document E/ECA/TCD/34 proposed that efforts in the remaining few years of the Decade should be concentrated on completing, as far as possible, the implementation of the projects approved in 1984 and new projects should not be admitted. If, however, the meeting felt that certain new projects ought to be admitted, member States should submit full documentation on projects before June 1986 so that a detailed analysis could be carried out to determine if the proposals met the already agreed guidelines for project admission.

7. The observer of MINCONMAR took the ECA secretariat to task for not complying with the decision of the ninth meeting of the Inter-Agency Co-ordinating Committee on UNTACDA (IACC) that it should classify projects into (a) those that met the agreed guidelines and therefore, should be admitted, (b) those that did not meet the guidelines and should not be admitted and (c) those of which details were lacking and ECA could, therefore, make no recommendations. The ECA secretariat explained that, on examination of the projects after the ninth meeting of the IACC, they were all found to be lacking the necessary details that could enable ECA to make recommendations.

8. A long debate ensued on whether or not new projects should be admitted at that late stage, with some delegations contending that they had been unable to attend the fourth meeting of the Conference of Ministers and have their projects considered and others arguing that some of the new projects they intended to introduce were either better conceived than those already found in the second phase programme or that they were so far advanced that their successful implementation before the end of the Decade would greatly enhance the success rate of the whole programme.

9. In the end, the meeting agreed as follows:

(a) that new project should generally not be admitted;

(b) in certain deserving cases the ECA secretariat should accept new projects and screen them for conformity with accepted criteria for the admission of projects. It was, thus, the responsibility of member States to furnish complete information about their new projects so that ECA might be able to do the necessary screening.

10. One delegation questioned the fact that the ECA secretariat had unilaterally changed the title of one of their projects while some contended that changes to their projects were not reflected in the document. The ECA secretariat offered explanations to the satisfaction of some delegations. All in all it was agreed that member States should submit their corrections to the ECA secretariat which would produce a list of such corrections for the examination of the whole committee. The list of these projects is attached as an appendix.

11. The delegate of Morocco objected to the deletion of certain projects related to the Tangier-Lagos highway and requested that the projects approved by the fourth Conference of African Ministers of Transport, Communications and Planning and the tenth ECA Conference of Ministers be maintained. The representative of Algeria asked that document E/ECA/TCD/16 be updated in accordance with the decisions of the tenth ECA Conference of Ministers (1984) on the main trans-African highways, and proposed that all references to the "Tangier-Lagos" axis should be replaced by "Lagos-Nouakchott" throughout the document. The Committee decided to conform to the decision already taken in plenary that the controversial projects related to the Tangier-Lagos highway should be referred to the Conference of Ministers for its decision on their fate.

B. Report of the first meeting of the Technical Committee on Air Transport in Africa (Agenda item 12)

12. The first Vice-Chairman of the Technical Committee on Air Transport introduced document E/ECA/TRANS/23. He gave the background to the Technical Committee whose establishment had been decided at the African Conference on Freedoms of the Air organized by ECA in November 1984. The Committee had held its first meeting in Dakar during which it had elected its officers and adopted an agenda which included the following four main points:

(a) Establishing a common African approach on the free exchange of the first and second freedoms of the air.

(b) Centralized data collection, research and analysis on air transport in Africa.

(c) Ways and means of developing the co-ordination of flight schedules within Africa.

(d) Promoting multinational and/or joint operation of air services and studies on developing the existing or possibsle air routes in Africa.

13. He then recalled the main conclusions and decision taken by the Commmittee stressing the decisions on the promotion of multinational airlines, the joint operation of air services and studies on developing existing or possible new air routes. In that connection, co-operation was the best way of overcoming the problems of African airlines and ensuring that their operations were profitable.

14. With respect to the development of air routes, a fresh idea had been introduced, namely, the identification of air links and the organization of meetings on such links. The meetings would bring together airlines and civil aeronautical authorities. He finally drew the attention of the meeting to the financing of future meetings of the Committee.

15. In the ensuing discussions, participants considered in detail the problem of financing the Committee's work programme after obtaining clarifications on the selection of members of the Committee. They congratulated the Committee on the quality of its work and decided to support the work programme adopted in Dakar.

16. With respect to the financing of participation in meetings, it was decided to ask African airlines to bear travel costs; ECA would defray other costs particularly since the Committee would do the work of consultants that ECA would otherwise have recruited. The advantage of the Committee was that African experts would be recruited to undertake specific activities.

17. It was therefore decided that a resolution should be adopted in which airlines would be requested to give free tickets to members of the Committee in the exercise of their duties and ECA would be requested to secure the additional funds required to finance the future activities of the Committee.

18. The AFCAC representative informed the meeting that at the joint AFCAC/AFRAA meeting which was held in Abidjan on 28 February 1986, it had been stated that the problem of transferring the earnings of airlines was seriously hampering the development of African air services. After making a statement on the problem, he said that he would introduce a draft resolution on the issue.

(C) Adoption of the report

19. The Committee adopted the report after amending it. During the discussions, the representatives of Algeria and Morocco spoke about the list of corrections of projects proposed by member States for inclusion in the second phase programme; the corrections concerned title changes and omitted projects and changes in costs. Summing up the discussion, the Chairman said that organizations and countries were responsible for the project titles communicated to the secretariat and that all controversial issues would be submitted to the Conference of Ministers.

TRANSPORT COMMITTEE

Updating of Phase II Programme

List of corrections of projects contained in UNTACDA documents which have been communicated to the Secretariat.

Cost changes

Country	Project No.	Previous Cost in $ million	Present Cost in $ million	
Morocco	SHP-31-001	25.00	140.00	
Rwanda	ROP-35-001	61.00	27.00	
	ROP-35-002	0.75	40.00	(Construction)
	ROP-35-004	0.40	42.00	(Construction)
	ROP-35-005	0.65	14.30	(Construction)
	ROP-35-006	3.50	2.63	
	MMP-35-001	1.05	6.30	
	AIP-35-002	1.44	5.70	
	RAP-60-009	5.80	9.00	
Sudan	RAP-41-001	35.00	45.00	
	RAP-41-002	63.00	90.00	
	RAP-41-003	42.00	55.00	
	RAP-41-004	60.00	80.00	
	RAP-41-006	70.00	80.00	
	RAP-41-008	60.00	85.00	
Kenya	ROP-22-002	2.80	85.00	(Construction)
	ROP-22-007	1.50	20.25	(Construction)
	ROP-22-009	0.50	20.25	(Construction)

Title changes

Country	Project No.	Old Title	New Title
Morocco	RAP-31-001	Construction of the Marrakech-Tarfayah railway line	Construction of the Marrakech-Laayoune railway line

Omissions

Country	No. of omitted project	Title of omitted project
Morocco	ROP-31-001	Construction of the Laayoune-Bou-Craa-Akjoujt road (1,085 km)
	ROP-31-003	Construction of the Tan Tan-Samara road

Report of the Communications Committee

1. In opening the meeting, the Chairman pointed out the relevant items to be considered by this Committee on the Agenda which was adopted during the Plenary Session.

Election of Officers

2. At the Plenary Session, it was agreed that the first Vice-Chairman of the Plenary, the Algerian delegate, should preside over the work of the Communications Committee. Benin and Malawi were elected Vice Chairman and Rapporteur of the Comunications Committee, respectively.

Adoption of the Agenda

3. The Agenda adopted at the Plenary Session included the Agenda items to be disscussed by the Communications Committee, namely:

9. Up-dating of Phase II Programme of the Decade

10. ITU Report of the Independent International Commission for World-Wide Telecommunications Development;

11. Progress report on the feasibility study on the Regional African Satellite Communications System (RASCOM).

14. Adoption of the final report of the Communications Committee;

15. Closure of the meeting.

Updating of the Second Phase of UNTACDA Programme
(Agenda item 9)

4. The ECA secretariat presented document E/ECA/TCD/34 containing the proposed updates to the approved programme of the second phase of the Decade. The document contained only those projects on which member States had submitted information on cost changes, deletions, modifications or new project proposals to the secretariat.

5. The Committee of experts was asked to consider the following recommendations from ECA:

(a) Cost changes to projects contained in the approved programme should be accepted, but member States must provide to the secretariat detailed justification for such changes;

(b) Deletions of projects from the programme at the request of member States must be accepted;

(c) Modifications to projects in the approved programme, so long as they conform to the general guidelines of the Decade Programme, may be approved;

(d) New project proposals should be accepted only if the member States feel that they are absolutely essential to be included in the Decade programmme for justifiable reasons. In addition, these proposals must conform to the Cairo guidelines for acceptance of projects into the programme. Furthermore, the projects must be submitted with detailed profiles to enable the secretariat to carry out the necessary analysis for admission.

6. There was little discussion of the report, except for a suggestion that the status of implementation of the Decade projects be included in the updating report. The secretariat pointed out that such information was already contained in the annual progress reports on the Decade programme.

7. The report was adopted without any amendment.

ITU Report of the Independent International Commission for World-Wide Telecommunications Development (Agenda item 10)

8. In his introductory remarks, the representative of ITU recalled the decision of the 1982 ITU Plenipotentiary Conference which set up the above commission and the decision of the World Telecommunications Conference held in Arusha, United Republic of Tanzania, to discuss the conclusions and recommendations of the report. He drew attention to the findings of the report which indicated a yawning gap in the provision of telecommunications services and facilities between the developed and developing countries and the need for co-operative action between all concerned in order to promote the development of telecommunications facilities in the developing countries. In this connection, the report called for the establishment of a centre for telecommunications development within ITU to assist third world countries.

9. In response to questions, the ITU representative said that owing to the small market of individual African countries, purchases of equipment and spare parts by a number of African countries must be grouped together so as to take advantage of economies of scale to reduce cost. Consequently, he called for the drawing up of common specifications on regional or subregional basis. Such an approach would also make it worthwhile for the industrialized countries to manufacture equipment specifically for the regions concerned as they would be assured of a large market.

10. With regard to the issue of lack of adequate investment in the telecommunication field, it was pointed out that administrations would have to be efficient and well managed in order to attract investors. It was indicated that a number of multilateral financial institutions had more money available than requested by the African countries for investment. Telecommunication administrations should therefore take the necessary measures to avail themselves of the opportunities offered by these institutions through actions to improve management and operations as well as presenting bankable projects.

11. On the question of the role and nature of the Centre for Telecommunications Development, the ITU representative gave an account of the objectives of the centre and the proposed funding structure. The voluntary nature of the contributions to the centre and the fact that it is within the framework of ITU is expected to provide unbiased assistance to developing countries. It was further emphasized that the centre should also pay attention to measures to improve the efficiency of maintenance and operation of systems and management of administrations. In this connection, training of personnel from developing countries as well as the development of standardized management systems supported by appropriate computer programmes for telecommunications administrations should be given priority.

12. In conclusion, the meeting endorsed the recommendations of the report and called upon African Governments and the international community to give high priority to the telecommunication sector and to take all the necessary steps to translate them into reality.

Progress report on the feasibility study on the Regional African Satellite Communications System (Agenda item 11)

13. In introducing the report (document E/ECA/TCD/35) the representatives of OAU drew the attention of the meeting to the principles which had been taken into account in drawing up the organizational structure for the execution of the study and gave a brief account of the activities undertaken by the IACC-RASCOM regarding the mobilization of resources for the study. Finally he invited the meeting to consider the conclusion and recommendations put forward by the IACC-RASCOM.

14. It was decided that the report would be discussed in the following manner:

(1) general debate and (2) specific headings.

1. General Debate

15. The meeting emphasized the importance of the project and its economic, social and political implications for the continent. One delegation pointed out that since the agenda item was being considered by the PATU Plenipotentiary Conference which most of the telecommunication experts were attending at the time, discussions thereon should be deferred. However, the meeting decided to continue with its discussion of the agenda item.

16. During the general debate, most delegations supported the report of the IACC-RASCOM and expressed their satisfaction with its achievements in drawing up the organizational structure for the execution of the feasibility study as well as the results achieved in the mobilization of resources. It was further observed that the terms and conditions of the sources of funding indicated in the report would facilitate a speedy implementation of the feasibility study.

2. Consideration of the report by sections

(a) Background and summary of activities (paragraphs 1 to 10)

17. This section was endorsed unanimously by the meeting without comment.

(b) Organizational structure for the execution of the study (paragraphs 11 to 37)

18. These sections, which was considered the most important sections of the report, generated a lengthy debate as a result of a counter proposal made by one delegation. During the discussions, some delegations sought clarifications on the role of the Interim Executive Committee (IEC), the IACC-RASCOM, and the supervising institutions. Clarifications were given by the IACC-RASCOM and members of the secretariat on the rationale for the proposed organizational structure for the execution of the study.

19. The representative of one delegation was of the opinion that the proposed organizational structure for the execution of the study did not give sufficient and direct responsibility to the African administrations in the execution of the study. Most delegations however, did not agree with his view and stated that the IACC-RASCOM's proposed framework did indeed give clear responsibilities at the national and regional levels, not only to the individual African experts but also to their regional organizations. It was further stated that the proven expertise of the international and regional organizations should be fully utilized in order to ensure an independent and neutral study which at the same time povided the transfer of know-how for future activities.

20. After a lengthy debate, the meeting arrived at a consensus on the IACC-RASCOM's proposal.

(c) Status of resources mobilization (paragraphs 38 to 50)

21. In response to requests for further clarification, the representative of the African Development Bank (ADB) explained that there were no legal restrictions on the number of borrowing countries, but that for practical reasons ADB would prefer to have two to four countries to contract the loan. He reiterated the conditions under which ADB would provide a loan for the conduct of the study. And more specifically he explained that in the event of the project being viable but not implemented for other reasons the repayment of the loan would be 50 years with a grace period of 45 years. He further explained that should the project be viable and be implemented, the borrowing countries would be reimbursed by funds from the project. The ADB representative also explained that the loan would be made available for this study provided that the executing agency had proven experience.

(d) Conclusions and recommendations (paragraph 51)

22. After debating this issue, the meeting agreed to the proposals contained in the conclusions and recommmendations.

23. In summing up the debate, the Chairman stated that most of the delegations agreed with the proposals and recommendation of the IACC-RASCOM and that these were therefore accepted by a wide consensus. He added that the position of the delegate of Senegal would be noted. The delegation of Benin then associated itself with the views of Senegal.

Adoption of the report (Agenda item 14)

24. The Committee adopted the report without any major ammendments.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/54

Implementation of the Second Phase Programme of the Decade

The Conference of African Ministers of Transport, Communications and Planning

Having considered the annual progress reports on the implementation of the Decade programme for 1984 and 1985,

Bearing in mind that only three years remain for the completion of the Decade programme,

Conscious of the need to intensify efforts to accelerate the implementation of the Decade programme,

1. Reiterates the appeal made in its resolution ECA/UNTACDA/Res.84/39 to ECA as the "lead agency" of the Decade to discharge its responsibilities accordingly by:

(a) Continuing to assist African Governments to mobilize the resources needed for the second phase pogramme:

(b) Submitting periodic reports on the results of co-financing meetings involving the appropriate members or donors for certain regional projects and for projects in transit corridors;

(c) Intensifying efforts to initiate contacts with as many donors as possible;

(d) Co-ordinating the transport and communications programmme of subregional economic groupings to ensure their complementarity with those of other groupings;

(e) Providing technical backstopping and logistical support to efforts to promote projects concerning more than one country.

2. Urges member States to:

(a) Give regional and subregional intergovernmental organizations the needed support in order to achieve the established priorities of the Decade;

(b) Pursue with all vigor the financing of their own projects and, to that effect, ensure that there is provision made for the local cost component of projects;

(c) Furnish ECA and other agencies concerned with the necessary information on the financing and physical execution of their projects;

(d) Actively co-operate with ECA and other organizations in organizing cofinancing meetings for their projects;

(e) Support co-operative efforts such as the harmonization of national legislation and multilateral transport and communications conventions and treaties;

(f) Support efforts to facilitate the free flow of trade and travel among countries of the region.

3. Again invites the United Nations specialized agencies and the African intergovernmental organizations to assist the government, in their respective areas of competence, to implement the regional and subregional projects included in the second phase programme, and in this connection, to co-operate with ECA to collect data on the financing and progress in implementing the said projects;

4. Appeals to donor countries and financial institutions to continue and intensify their support for the Decade programme;

5. Expresses its appreciation to those donor countries that have provided bilateral experts to strengthen the UNTACDA Co-ordination Unit for their moral and material support;

6. Invites other donor countries and financial institutions to explore ways and means in which they can contribute to the further strengthening of the Unit to enable it to fulfil its mandate;

7. Highly appreciates the continued financial suport of the General Assembly of the United Nations and the United Nations Development Programme for the activities of the Decade;

8. Requests the United Nations Development Programme, during its fourth Programming Cycle (1987-1991), to provide resources necessary for the realization of the development process begun during the Decade;

9. Appeals to the General Assembly of the United Nations to allocate sufficient resources for organizing the sixth meeting of the Conference of African Ministers of Transport, Communications and Planning in 1988;

10. Instructs the Executive Secretary, in collaboration with the Secretary-General of the Organization of African Unity, to report to its next meeting on the implementation of this resolution.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/55

Implications of the Recommendations of the Joint Inspection Unit on UNTACDA

The Conference of African Ministers of Transport, Communications and Planning

Having considered the report of the Joint Inspection Unit of the United Nations on the United Nations Transport and Communications Decade in Africa.

Bearing in mind the recommendations contained in the said report,

Recalling its resolution ECA/UNTACDA/Res.84/44 on the prospects for a second United Nations Decade on the Development of Transport and Communications Decade in Africa,

Cognizant of resolution 487(XIX) of the tenth meeting of the ECA Conference of Ministers which endorsed the idea that ECA should study the prospects of a second United Nations Transport and Communications Decade in Africa including an assessment of the first Decade and consultations with donors,

1. Congratulates the Joint Inspection Unit for its important contribution to the analysis of the achievements of the Decade programme;

2. Adopts the following recommendations of the Joint Inspection Unit:

(a) that in order to find a solution to the problem of financing multi-country projects, member States should consider the following two formulas:

(i) utilizing existing intergovernmental organizations in seeking funds and implementing projects;

(ii) Establishing committee on which the States concerned would be represented and which would meet as and when necessary. The committees would reflect the individual and collective will of the States concerned and decide upon all question regarding the mobilization of financing and the implementation of the projects,

(b) that ECA should prepare, in consultation with the regional and subregional organizations and the agencies of the United Nations system concerned, a draft medium- and long-term plan which clearly defines its role in research and conceptualization, fund-raising, monitoring, evaluation, etc. and the activities to be undertaken by the various actors concerned after the end of the Decade and to submit such a plan to the next Conference of Ministers (recommendation 3),

(c) that there should be a period of evalutionn and analysis before a decision is taken on whether or not there will be a second Decade. In this connection, the period of evalution should commence immediately and ECA secretariat is instructed to find the means for undertaking consultations during the current Decade in order to undertake an in-depth evaluation of the Decade,

(d) that ECA, within the framework of a clearly defined mandate in consultation with the regional and subregional organizations and the United Nations agenices concerned, should:

(i) identify fundamental inter-State projects consistent with the overall objectives of the Decade and facilitate negotiations between States for the purpose of executing the projects,

(ii) Organize fund-raising activities on the basis of a list of major projects of regional, and particularly subregional importance of universally recognized priority,

(iii) provide support to the various African subregional organizations and assist them in co-ordinating their transport and communications programme, and

(iv) seek a juridical framework for ways and means of financing and implementing inter-State projects, using existing intergovernmental organizations or establishing "co-ordinating Committees", so that the requests for financing presented by individual countries are planned and co-ordinated (recommendation 5),

(e) that ECA should prepare, as soon as possible, an in-depth evaluation of the Decade programme in close collaboration with regional and subregional organizations, the United Nations agencies concerned and other agencies that have been involved in financing and implementing Decade projects,

3. Invites ECA to institute the necessary and urgent measures in order to increase the efficiency of its system of information collection for a better evaluation and follow-up of the Decade programme,

4. Appeals to international and regional financial institutions, and in particular the African Development Bank, the International Bank for Reconstruction and Development and the United Nations Development Programme, to assist with an in-depth evaluation of the impact of the Decade programme,

5. Calls upon all African Governments to supply the information required for this exercise,

6. Requests the Executive Secretary to report to its sixth meeting on the implementation of this resolution.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/57

Free Transfer of Airlines Funds

The Conference of African Ministers of Transport, Communications and Planning,

Recognizing the importance of air transport to Africa and its contribution to the national economies of African States,

Conscious of the various obstacles impeding the development of air transport in Africa,

Aware of the difficult economic situation facing the African airlines,

Realizing that the problem of lack of funds has major impact on the economic performance of the African airlines,

Convinced that co-operation in this regard would improve the financial situation of the African airlines and thus enable them to acquire modern aircraft and modernize their fleet to be in a more competitive position,

Invites the African States to facilitate as much as possible the transfer of excess funds earned by airlines of other African States in their territory.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/58

Ratification of the Convention Establishing the African Air Tariff Conference

The Conference of African Ministers of Transport, Communications and Planning

Having considered the report on the implementation of resolutions adopted by its fourth meeting held in Conakry, Guinea, from 7 to 11 February 1984,

Recalling resolution ECA/UNTACDA/Res.79/7 on the establishment of an African air tarrifing system,

Recalling OAU Council of Ministers resolution CM/Res.803 on the convening of a diplomatic conference to adopt the Convention establishing an African Air Tariff Conference,

Noting that the Convention establishing the African Air Tariff Conference adopted at the Diplomatic Conference held at Addis Ababa in December 1980 has to date been signed only by 16 States (with four ratifications), and that 25 ratifications were required to bring it into force,

Noting that the measures taken to date to speed up the coming into force of the Convention in line with resolution ECA/UNTACDA/Res.83/33 have failed to secure the required number of signatures and ratifications.

Convinced that ECA, OAU, AFCAC and AFRAA would have to initiate joint practical actions in order to bring this Convention into force and have it ratified within the shortest possible time,

1. Requests ECA, the lead agency for the Decade, to continue to organize jointly with OAU, AFCAC and AFRAA, effective representation to secure the signature or ratification of the Convention establishing the African Air Tariff Conference,

2. Urges African States that have not yet done so to sign or ratify the Convention whose objective is to provide African airlines with the necessary structure for the negotiation and fixing of air tariffs best suited for the development of air transport in Africa.

DRAFT RESOLUTION ECA/UNTACDA/86/59

Implementation of the work programme of the technical committee on air transport in Africa

The Conference of African Ministers of Transport, Communications and Planning

Considering that the granting of traffic rights, particularly those of the fifth freedom, on fairly liberal basis, is a factor of African air services and economic development,

Noting with satisfaction the organization of the African Conference on Freedoms of the Air at Mbabane, Swaziland, by the United Nations Economic Commission for Africa, in co-operation with OAU, AFCAC and AFRAA,

Noting that this Conference adopted the Mbabane Declaration on African air transport, advocating the setting up of a technical committee on air transport in Africa,

Having noted, on the one hand, the setting up by ECA of the technical committee, comprising, apart from ECA, OAU, AFCAC and AFRAA, one representative per subregion of African airlines and civil aviation authorities, and the organization of the first meeting of the technical committee on the other,

Having considered the report of the first meeting of the technical committee held at Dakar under the auspices of AFCAC:

1. Congratulates the ECA, OAU, AFCAC and AFRAA secretariats and the technical committee for the work done and encourages them to continue their efforts towards the development of air services in Africa;

2. Experesses satisfaction at the adoption of the Mbabane Declaration on African air transport and the adoption by the technical committee of a work programme as indicated in its report;

3. Supports the work programme of the technical committee as established at its first meeting held at Dakar from 2 to 5 December 1985;

4. Requests

   (a) The Executive Secretary of ECA to include the work programme of the technical committee in the activities of ECA, and to seek the funds necessary for carrying out the activities of the technical committee;

   (b) African airlines to provide free air tickets to the members of the technical committee whenever they have to travel in connection with activities of the committee.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/60

Co-ordinated Network of Aircraft Maintenance and Overhaul Centres in Africa

The Conference of African Ministers of Transport, Communications and Planning,

Noting that the feasibility study on the establishment of a co-ordinated network of aircraft maintenance and overhaul centres in Africa has been completed,

Expressing satisfaction at the joint efforts of ADB, AFCAC and ECA in securing finance for the study;

Conscious of the need to convene subregional meetings under the auspices of ADB and the financing institutions with the participation of AFCAC, AFRAA and ECA to follow up the implementation of the conclusions of the said study;

1. Supports the convening of such subregional meetings on the implementation of the conclusion of the study;

2. Requests the ADB, donor countries and international financing institutions to assist in securing financing for the organization of the planned meetings;

3. Calls upon member States and their national airline to participate actively in the work aiming at studying the possibility of establishing a co-ordinated network of aircraft maintenance and overhaul centres in Africa.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/61

Implementation of the United Nations Convention on the Carriage of Goods by Sea and the United Nations Convention on International Multimodal Transport of Goods

The Conference of African Ministes of Transport, Communications and Planning,

Noting that the existing rules governing ocean transport (known as the Hague Rules and Hague-Visby Rules) were drafted on practice used in the 19th Century and no longer give a balanced sharing of risks,

Considering that carrier's liability under various other international conventions and national laws relating to carriage of goods by air, road and rail have a stricter regime of responsibility and a higher level of liability,

Mindful of the changes in transportation technology today when liner operators are providing door-to-door integrated services with highly sophisticated means of transport and communications such as "third generation" containerships, double-stack container trains and connected ship and cargo-control systems on the basis of satellites and computers, and that this technological progress has made traditional practices unfit for modern transportation,

Recognizing that in all countries, developed as well as developing, the transport industry is made up of suppliers and users of transport and that in all African countries the number of transport users and their importance to the national economy far outweighs the number and importance of the transport suppliers,

Recalling that the United Nations Convention on the Transport of Goods by Sea (the Hamburg Rules) and the United Nations Convention on International Multimodal Transport of Goods (the Multimodal Transport Convention) were both adopted by consensus after the active participation by developing countries in the negotiation of both conventions, to protect shippers and consignees much better than the existing rules,

Further recalling the importance of international multimodal transport for the development of countries in Africa as contained in the United Nations Transport and Communications Decade for Africa (E/CN.14/726, E/CN.14/TRANS/147) as well as resolution 16(XXXVI) of the OAU Council of Ministers which appealed to all member States to sign and/or ratify the Multimodal Transport Convention as soon as possible,

1. Recommends that all African Ministers which have not done so, become contracting parties to the United Nations Convention on the Carriage of Goods by Sea and the United Nations Convention on International Multimodal Transport of Goods at the earliest possible date,

2. Requests the Executive Secretary of the Economic Commission for Africa to provide support to the African countries in the implementation of these conventions,

3. Calls on UNCTAD, African Intergovernmental Orgaizations and UNDP to provide support to the Economic Commission for Africa and the African countries in becoming contracting parties to these conventions.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/62

Harmonization of measures for the full participation of African countries in Maritime Transport

The Conference of African Ministers of Transport, Communications and Planning,

Mindful of the important role which Maritime Transport plays in the economic and social development of African countries as well as in their external trade,

Conscious of the different measures now being taken by African countries to ensure their full participation in international shipping,

Recognizing the urgent need to reduce the cost of transport and to harmonize and accelerate actions, in particular in maritime legislation,

Recalling the importance of the actions already being taken by UNCTAD, IMO and certain donor Governments in collaboration with MINCONMAR to accelerate this process,

Calls upon the Executive Secretary of the ECA, International Organizations, donors and the relevant Intergovernmental African Organizations,

(i) to co-ordinate their efforts towards the achievement of the goals on Maritime Transport set out in the Decade programme as well as those in the third United Nations Development Strategy,

(ii) to assist African Governments with the modernization and harmonization on maritime legislation.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/63

Creation of Centres for Training Consultancy and Research in Transport

The Conference of African Ministers of Transport, Communications and Planning,

Recalling its endorsement of a recommendation made at the third Conference of Ministers of Transport and Communications that subregional and regional training programmes and institutions should be created with special emphasis on training in management and maintenance,

1. Notes with favour the decision by the Eastern and Southern Africa Management Institute (ESAMI), Arusha, United Republic of Tanzania to establish a Transport Management Studies Centre as a quasi-independent unit within ESAMI and;

2. Congratulates the Board of Governers of ESAMI or this important initiative;

3. Recommends that ECA and Governments of member States should support the planned training, consultancy and research activities of this Centre; and

4. Expresses the hope that internatioinal financing institutions and donor agencies interested in assisting in the improvement of management skills required for the better formulation of transport policy and plans as well as the more efficient operation of transport services in the Africa region will assist the new Centre through financial and other support;

5. Requests the Executive Secretary of ECA to explore with member States and Intergovernmental Agencies the early establishment of a similar institution which will serve the interests of other subregions of Africa.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/64

Telecommunications for Socio-Economic Development

The Conference of African Ministers of Transport, Communications and Planning,

Considering the important role of telecommunications in the Socio-Economic and Cultural Development of all countries,

Recognizing that telecommunications are an even more vital component in the development process of developing societies, that in virtually all African countries there is a serious imbalance between urban and rural areas, and that the telecommunication sector does not at present figure highly in the list of priorities for planning and investment for National/Regional Development in Africa,

Recalling the United Nations General Assembly Resolution 37/160 of 19 December 1978 declaring the Transport and Communications Decade in Africa - 1978-1988, and the United Nations General Assembly Resolution 36/40 proclaiming 1983 to be World Communications year,

Recalling further the Lagos Plan of Action for the Economic Development of Africa,

Recalling also Resolution 20 of the ITU Plenipotentiary Conference, Nairobi 1982, on the Establishment of the International Independent Commission for World-Wide Telecommunications Development,

Having considered the ITU report of the Independent International Commission for World-Wide Telecommunications Development (Doc. E/ECA/TCD/39),

Noting that the World Telecommunications development Conference, Arusha, in May 1985 gave detailed consideration to the Missing Link Report,

Noting also that the Arusha Declaration on World-Wide Telecommunications Development, unanimously adopted by that Conference, endorsed the general thrust of the conclusions and recommendations embodied in the Missing Link Report and the over-riding objective set out therein:

1. Welcomes the conclusions and recommendations of the Independent Commission and expresses its profound appreciation of the work accomplished by it;

2. Commends the Secretary-General of the ITU for the World-Wide dissemination of the Missing Link Report;

3. Calls on Governments of member countries of the ECA to accord a sufficiently high priority for investment in the telecommunications sector in their respective national development plans;

4. Resolves that the member countries of the ECA should embark on a concerted programme of action for the implementation of the wide-ranging recommendations of the Independent Commission, in close co-operation with the OAU, ECA, UNDP, ITU, PATU, ADB and the other relevant regional and international agencies, so as to fulfil the over-riding objective set;

5. Resolves further to invite the PANAFTEL Co-ordination Committee to convene the Conference of African Telecommunications Administrations to follow up, inter-alia, on the work of the World Telecommunications Development Conference and adapt its recommendations to meet the priority needs of the region.

DRAFT RESOLUTION ECA/UNTACDA/Res.86/65

Regional African Satellite Communications System

The Conference of African Ministers of Transport, Communications and Planning

Having considered the report of the Inter-Agency Co-ordinating Committee on the Regional African Satellite Communications System (Document E/ECA/TCD/35 of 26 February 1986),

Recalling its resolution ECA/UNTACDA/Res.83/26 on a Regional African Satellite Communications System of March 1983,

1. Takes note with satisfaction of the approval of the Terms of Reference for the study of a comprehensive and integrated telecommunications network which takes due account of the need of providing satisfactory service, particularly to the rural areas where the great majority of the African population resides, and the development efforts of nations are aimed at;

2. Endorses the report of the Inter-Agency Co-ordinating Committee and approves the proposed organizational structure for the execution of the study;

3. Reconfirms the mandate of the IACC and urges it to undertake the study without further delay bearing in mind the important objectives of the study, namely the maximum utilization of competent African expertise and the creation of conditions for the transfer of know-how to individual countries and their regional organizations;

4. Approves the IACC strategy on the mobilization of resources and welcomes the offer of assistance of ADB, UNDP, ITU and UNESCO for financing the feasibility study and charges the IACC to negotiate with the other interested parties who are willing to provide untied and flexible assistance for the conduct of the study;

5. Decides to invite the UNDP to be a member of the IACC;

6. Reiterates that the study should consider all technologies, terrestrial as well as spatial, should be comprehensive, neutral and independent, and that all possible options together with an analysis of its economic, technical and organizational and managerial implications, should be presented;

7. Invites interested African Governments to request for a loan from the African Development Fund Technical Assistance Account under the conditions specified in the IACC report and for the benefit of Africa as a whole;

8. Calls on member countries to continue to give high priority to the study project and to maintain the harmonization of their activities to carry out a single integrated study with a view to achieving a comprehensive and viable telecommunication network to help realize the goals and objectives of the African Economic Community as per the Lagos Plan of Action;

9. Requests the IACC to submit all progress and technical reports to the Interim Executive Committee, composed of senior telecommunications experts appointed by ministers responsible for telecommunications, for its consideration and recommendations to the Conference of African Ministers of Transport, Communications and Planning for appropriate decision;

10. Calls upon the Executive Secretary of the Economic Commission for Africa and the Secretary General of the Organization of African Unity to inform respectively the Conference of Ministers of ECA and the Council of Ministers of OAU on the progress on the implementation of this project.